



I-84 HARTFORD PROJECT

I-84 Hartford Project Public Advisory Committee Meeting #16

November 16, 2017





Meeting Agenda

1. Welcome (5 minutes)
2. Recap of recent working sessions (10 minutes)
3. Road network opportunities (30 minutes)
4. Multimodal station planning (30 minutes)
5. I-84 / I-91 Interchange Study update (5 minutes)
6. Next steps (5 minutes)

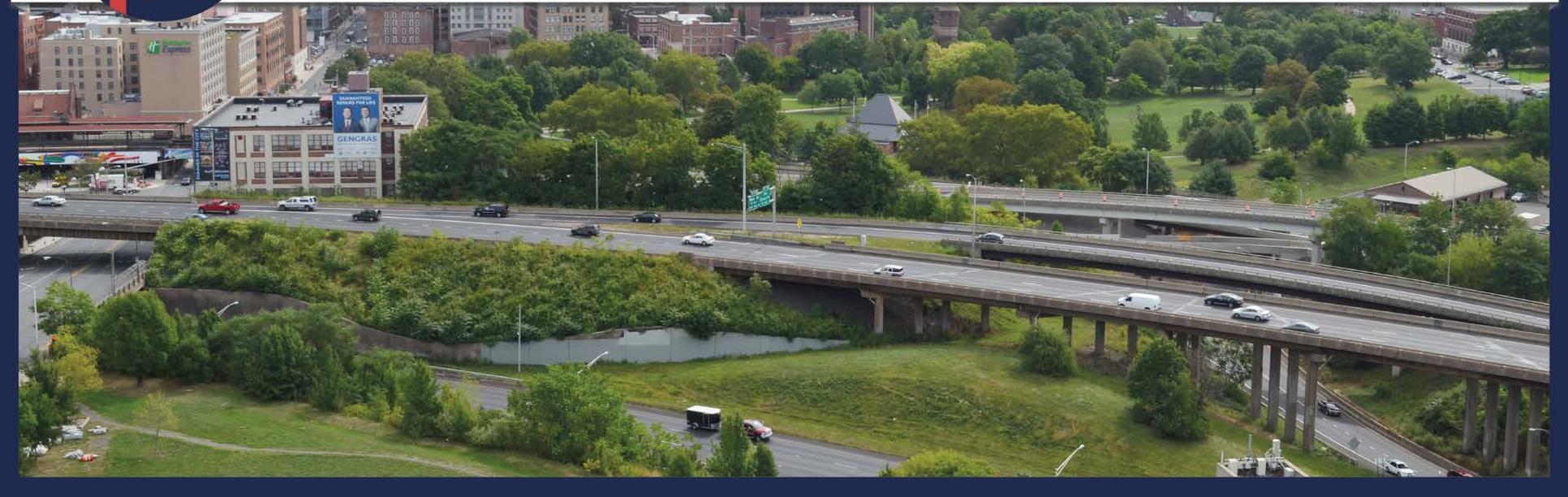


Today's Objectives

- Recap and provide update on joint City / CTDOT work effort
- Hear continued / additional stakeholder concerns
- Explore new ideas
- Progress toward preferred concept (road network and station)



Recap of Recent Working Sessions





Since We Last Met (June 2017)

- Recommended reasonable range of alternatives
- Focus on simplifying multimodal station concepts
- Exploration of road network opportunities
 - Trident area
- Collaboration with City / Capital Gateway team
- Two public working sessions



August Working Sessions

- Encouraged continued assessment of new / improved street connections
- Reviewed case studies for incorporation of multimodal station into urban fabric
- Identified train station location either north or south of Asylum



October Working Sessions

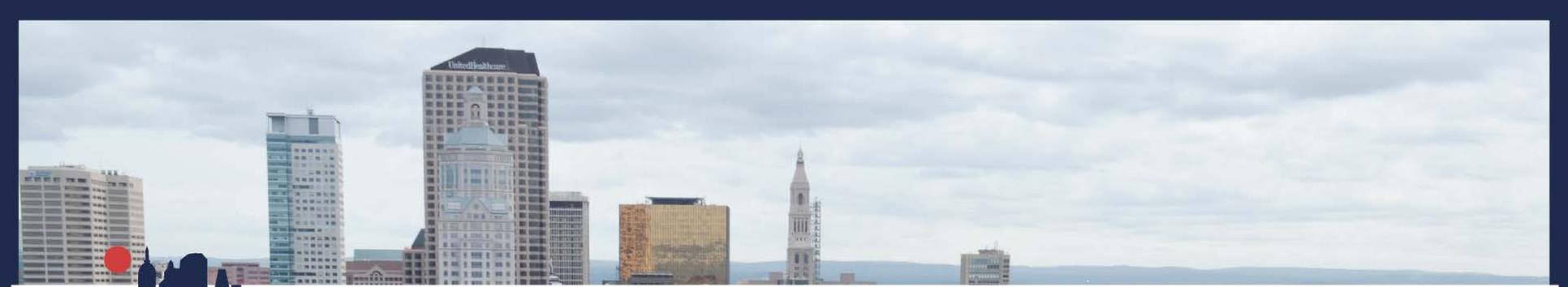
- Presented two improvements to Lowered Highway Alternative
- Discussion of Trident options
- Review of consolidated multimodal station concepts

→ Today's meeting will focus on highlighting our next steps from the two working sessions

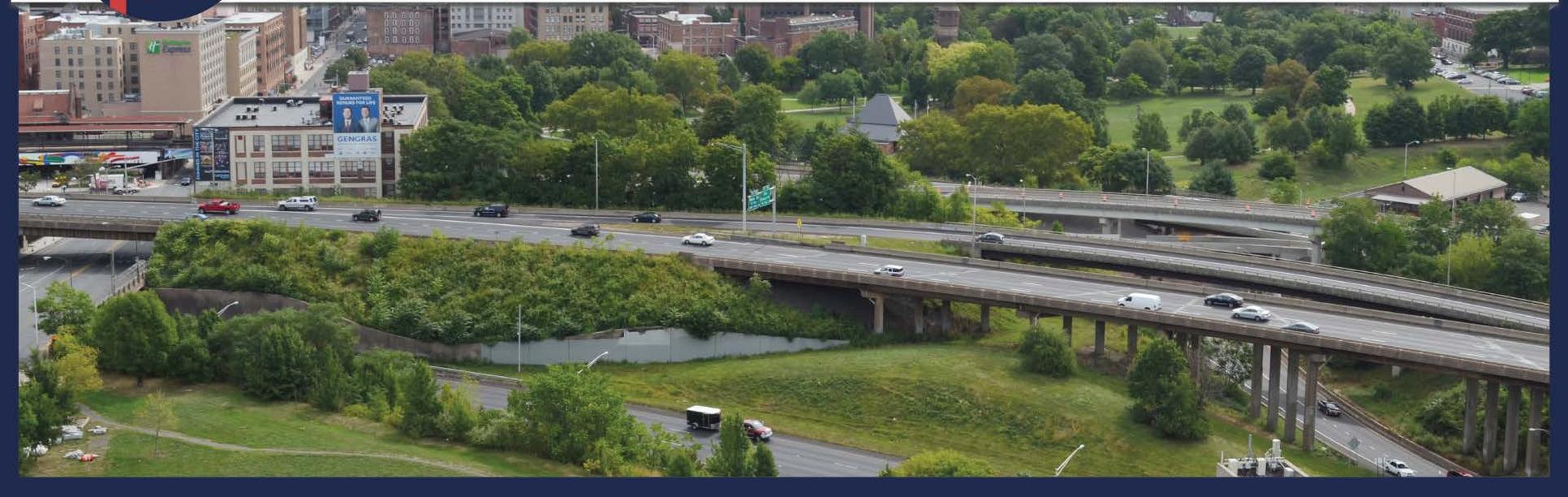


Discussion

- Additions from attendees



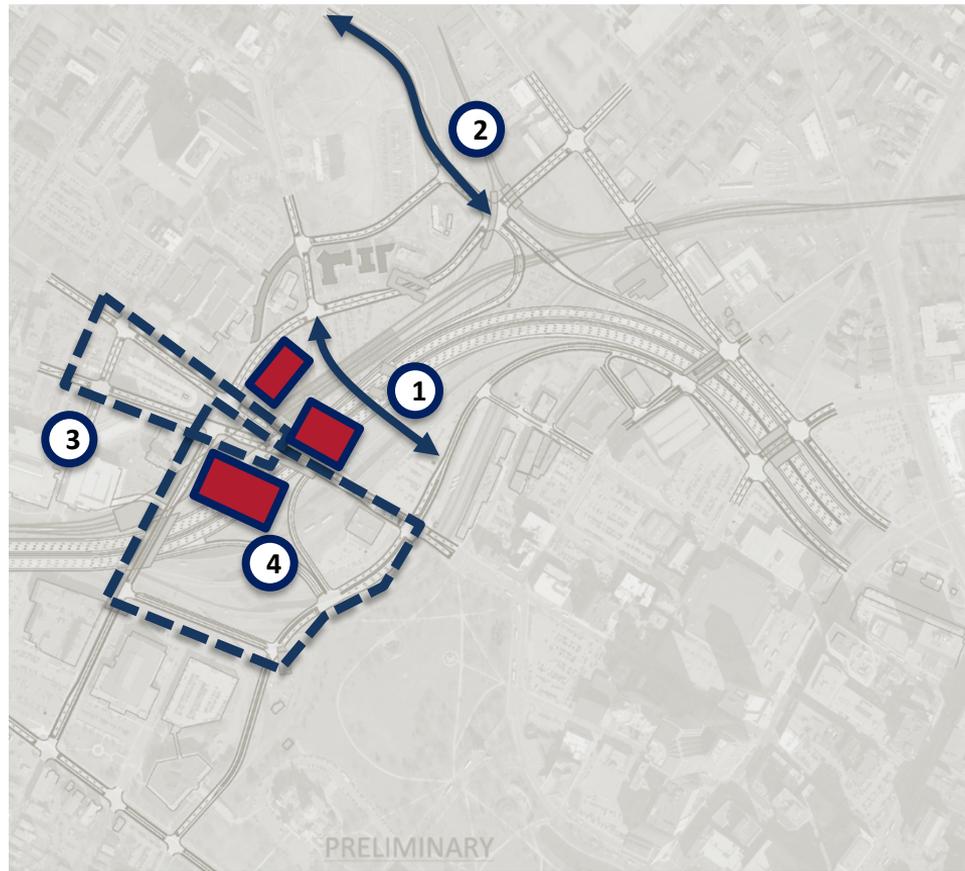
Road Network Opportunities





Introduction

- Last met in October
- Coordination between teaming partners
- Stakeholder meetings to refine network options
- Technical evaluation ongoing



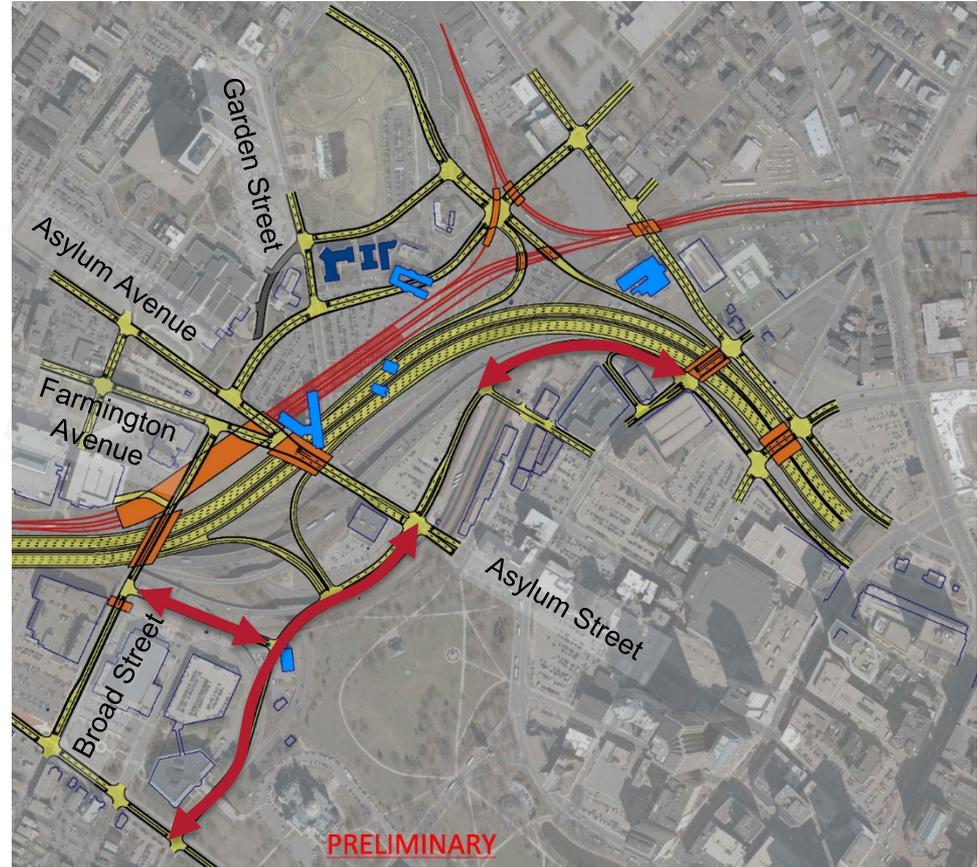
Alternative 3B-E5(S)

New / extended roadways:

- Road A (Bushnell Park West)
- Spruce Street extension
- Road B

Improved roadways:

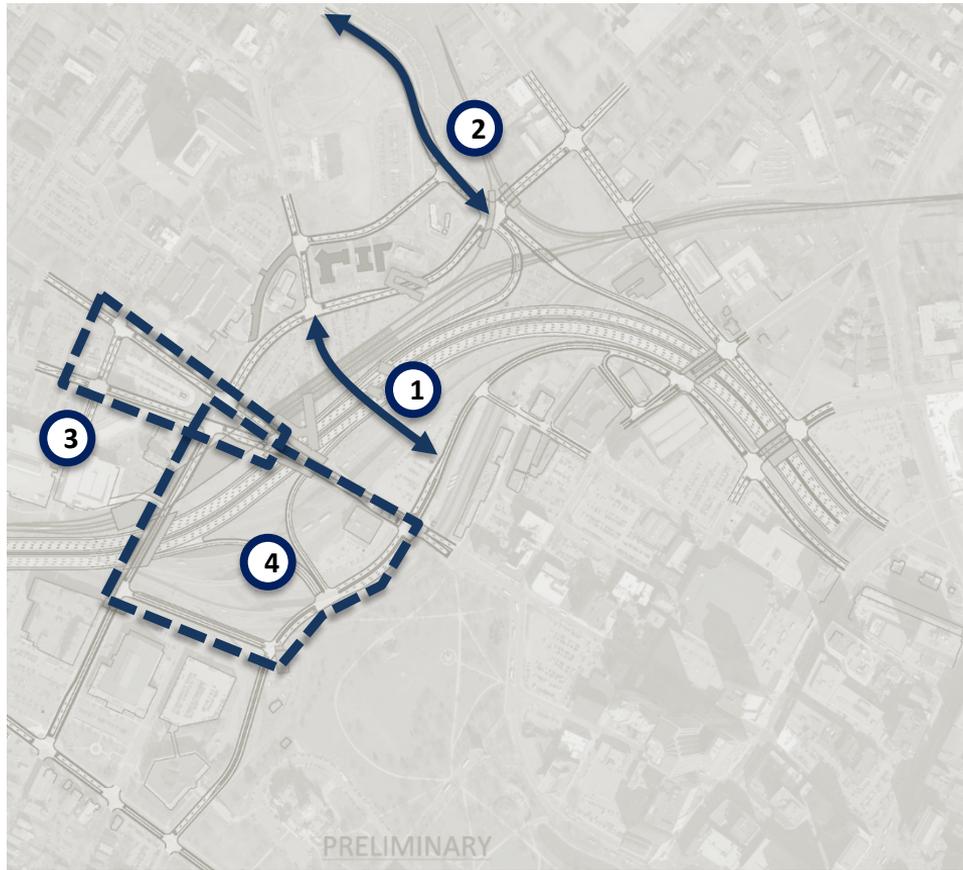
- Asylum Ave / St
- Broad St
- Potential disconnection at Farmington Ave / Asylum Ave





Four Focus Areas

1. Garden St connection
2. Ashley St traffic mitigation
3. The Trident area
4. Asylum South - Bushnell West





First Focus Area

Garden St Connection

Opportunities:

- Improve connectivity between Asylum Hill & Downtown
- Enhance mobility and traffic
- Provide local road access to development sites
- Direct sightline towards Union Station



Garden St Connection

Opportunity:

- Enhance mobility and traffic
 - Redundancy
 - Key north-south connection

Consideration:

- Steep hill (same as Asylum Ave)

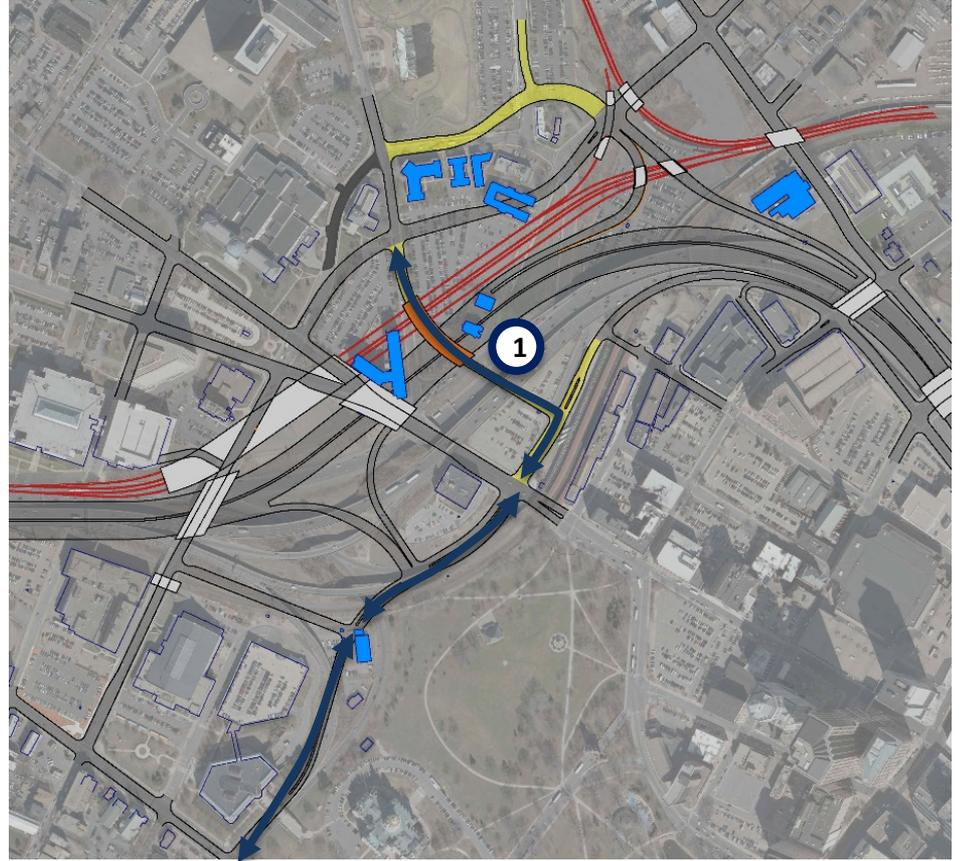




Garden St Connection

Next step:

- Continue analysis on impacts to Union Station



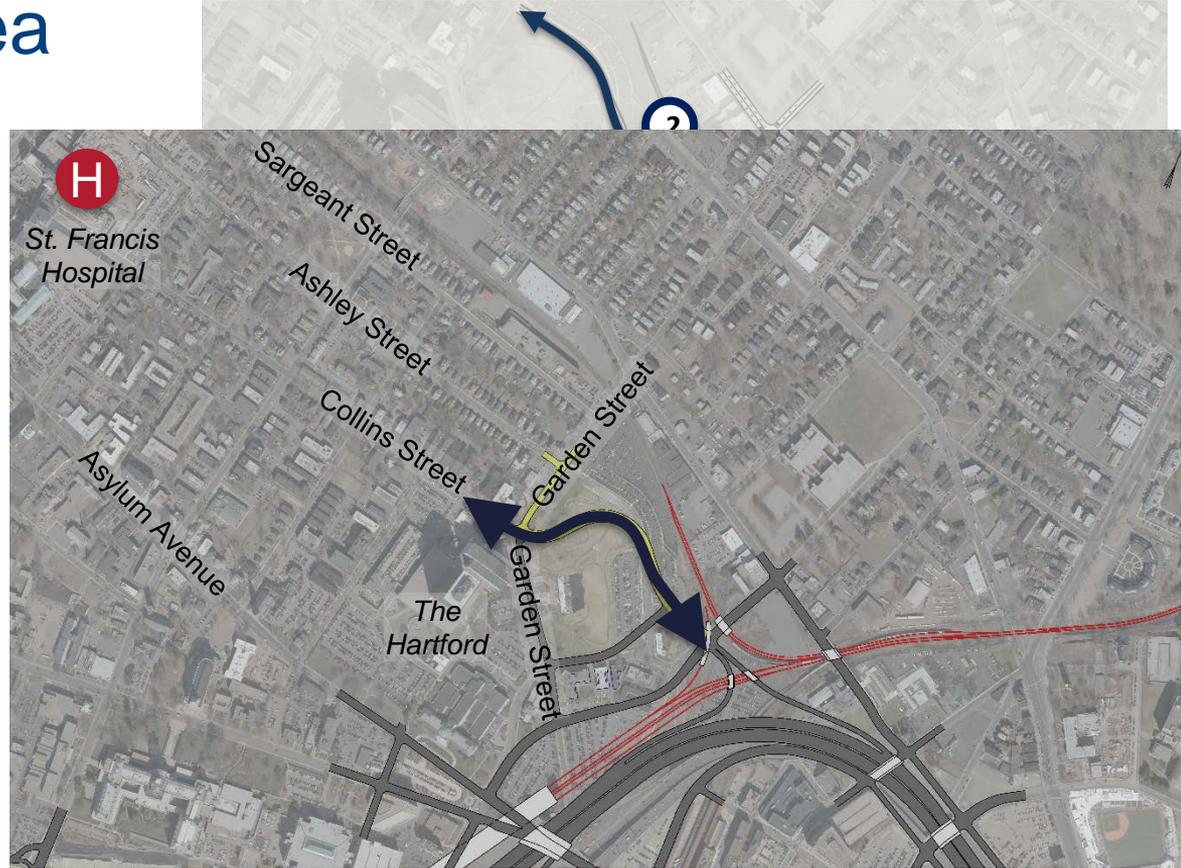


Second Focus Area

Ashley St Traffic Mitigation

Opportunities:

- Protect local street characteristics



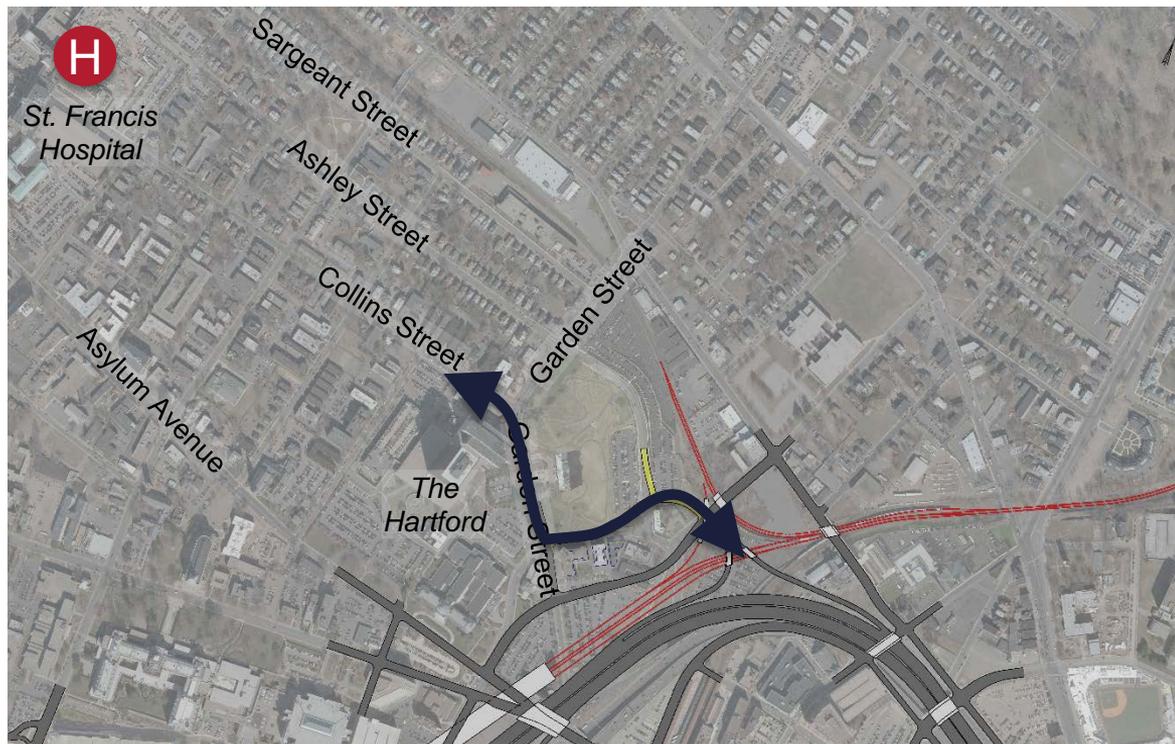


Second Focus Area

Ashley St Traffic Mitigation

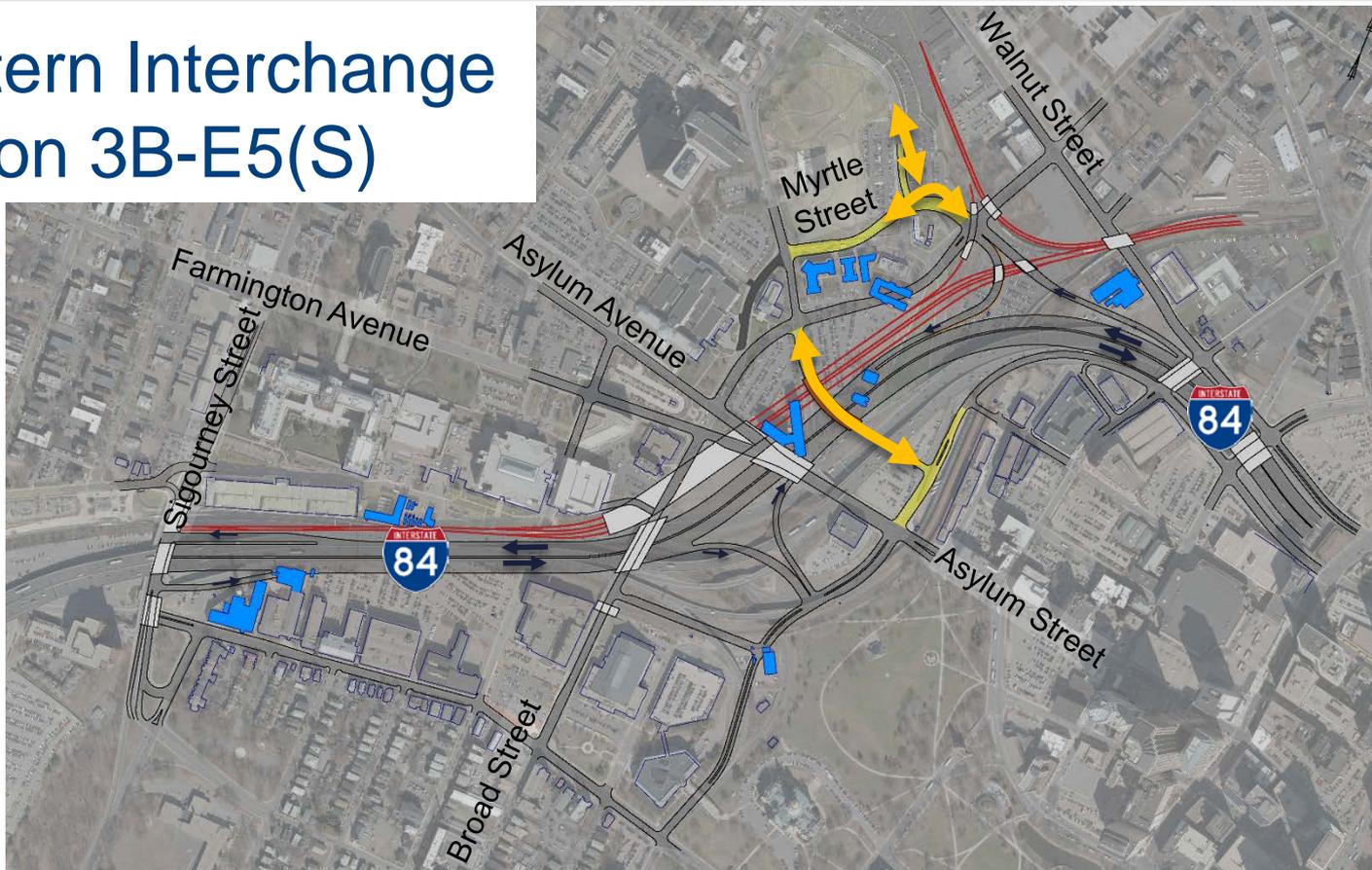
Opportunities:

- Simple solution, minimizes property impacts
- No City street closures
- Utilizes existing traffic patterns
- Improves operations at intersection





Eastern Interchange Option 3B-E5(S)

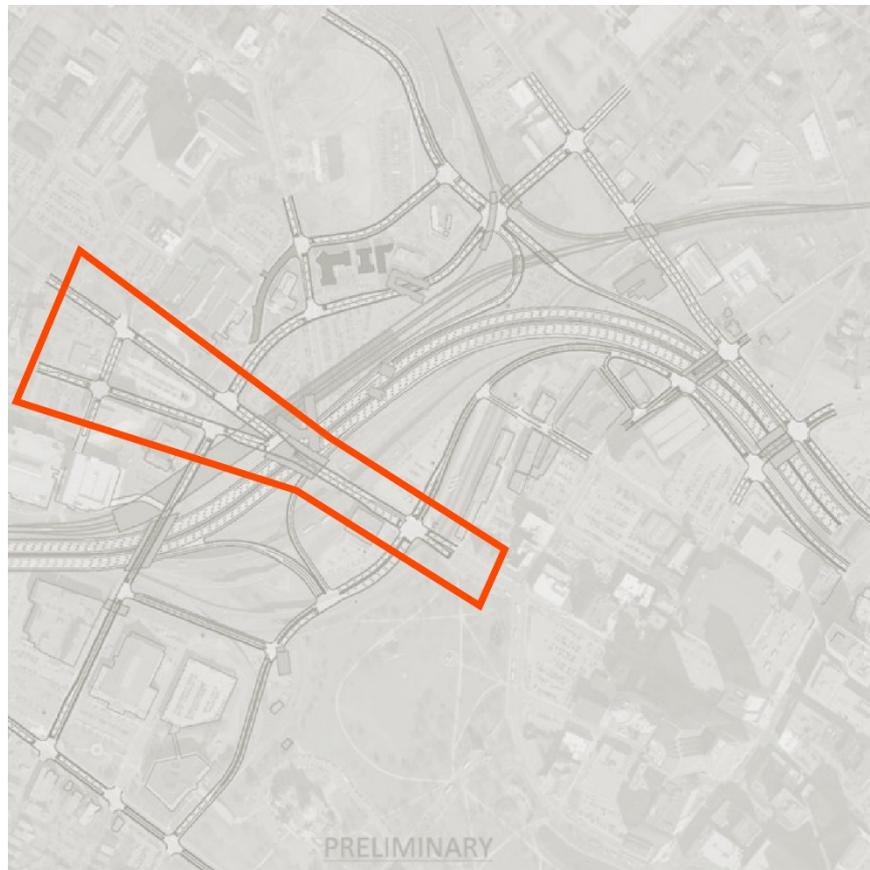


Third Focus Area

The Trident

Opportunities:

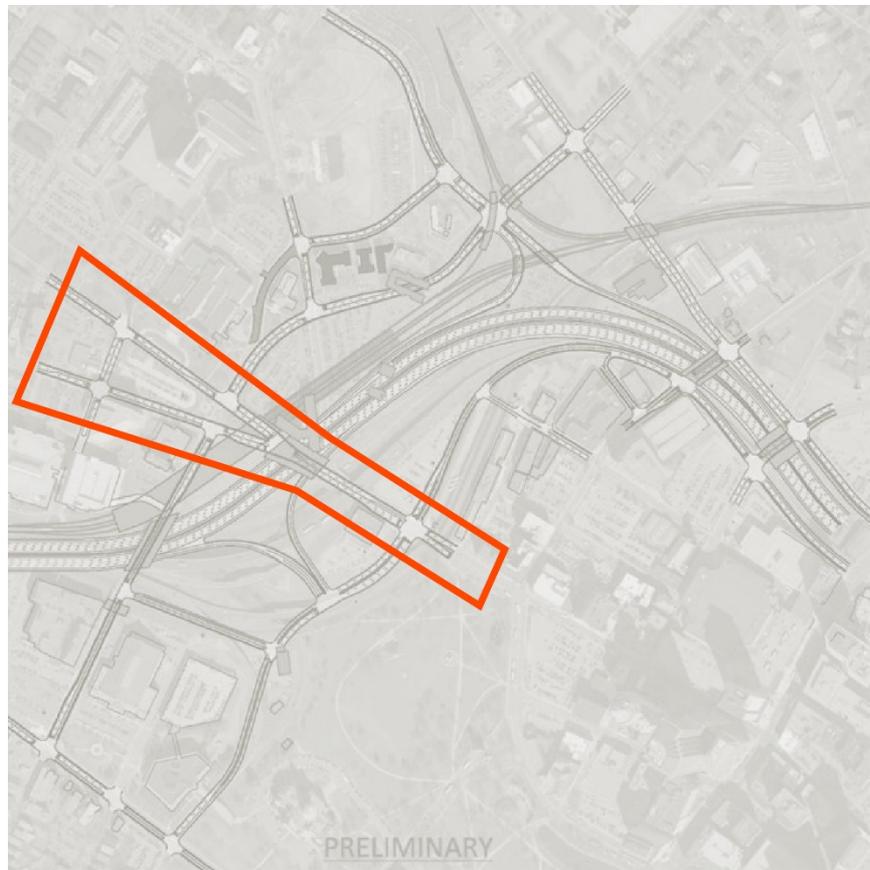
- Reimagine street character of Farmington Ave, Broad St, and Asylum Ave
- Improve mobility between Downtown and west neighborhoods
- Enhance pedestrian and bicycle mobility



The Trident

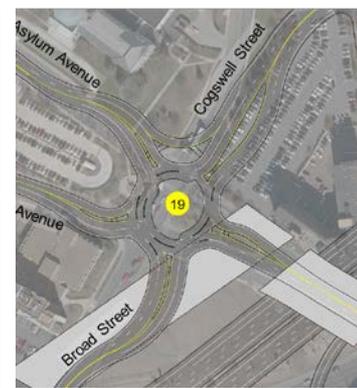
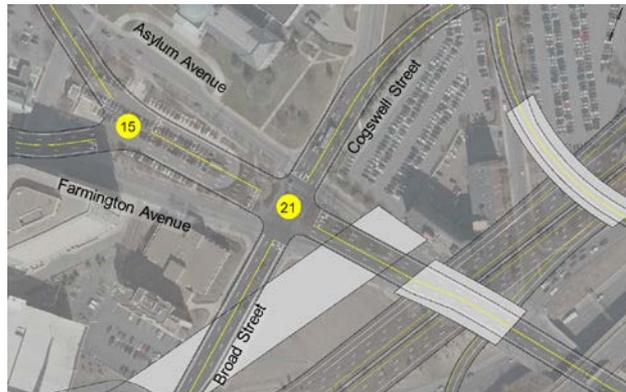
Considerations:

- Maintain Cogswell St / Broad St corridor
- Resolve traffic concerns, fatal flaws
 - Ramps that queue onto freeway
 - Intersections with over 120 seconds of delay





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Measuring Success

- Improve traffic operations
- Create a safer intersection
- Enhance mobility for all users
 - Vehicular
 - Bicyclists & pedestrians
 - Transit
- Reduce the footprint of the intersection
- Minimize property impacts
- Create opportunities for development



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Options



Discontinuous Broad St



Western Shift



Farmington Ave Extension



Roundabout

←
LEAST
CHALLENGING

→
MOST
CHALLENGING



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The Trident

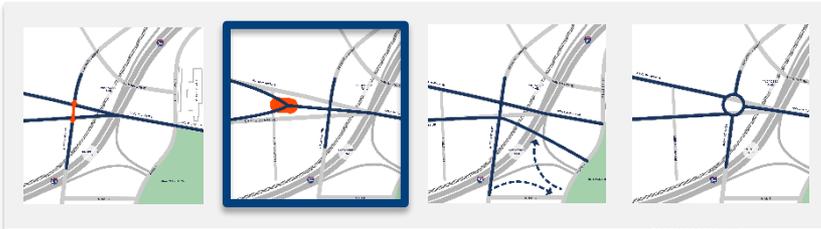
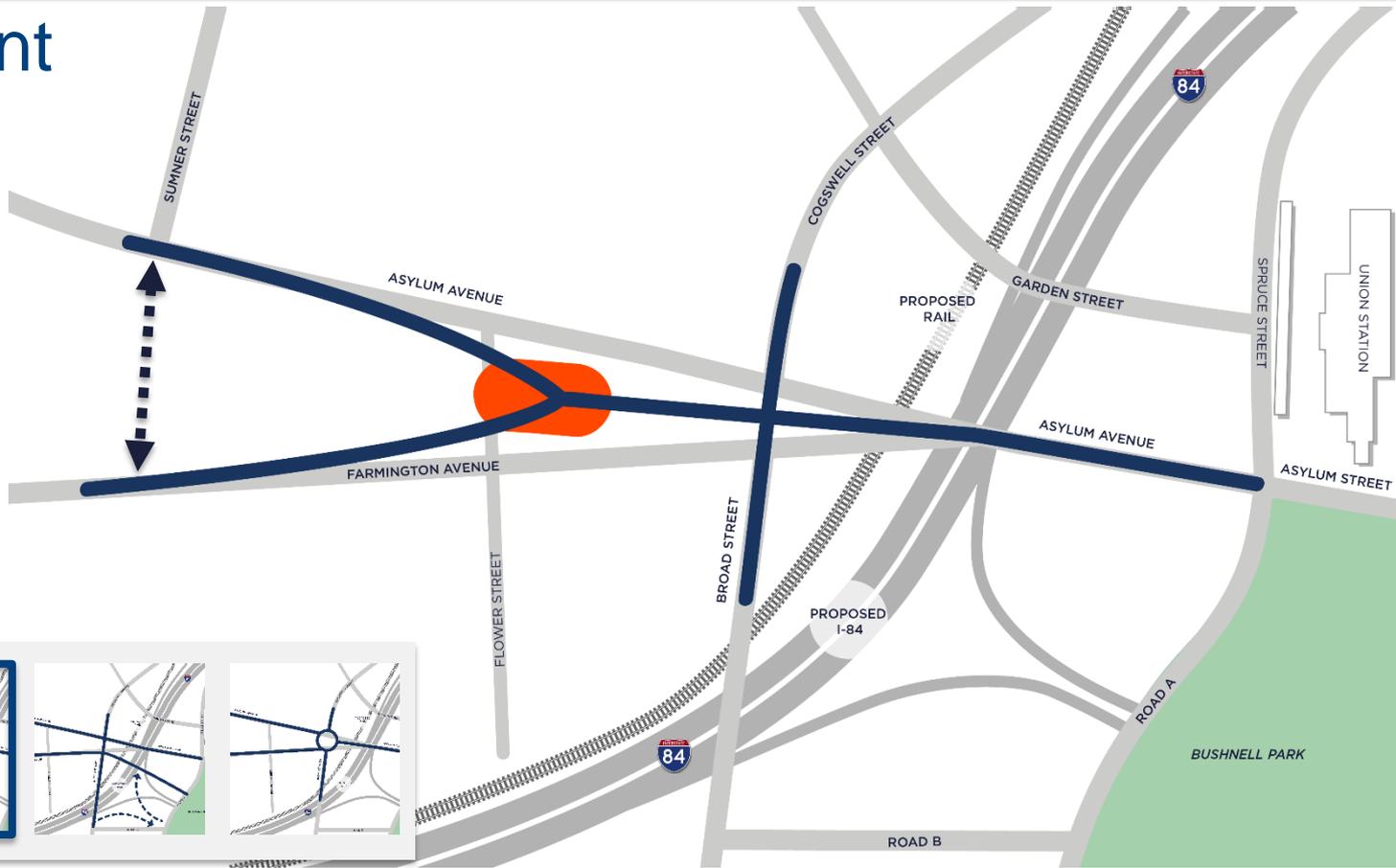
Discontinuous Broad Street





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The Trident *Western Shift*

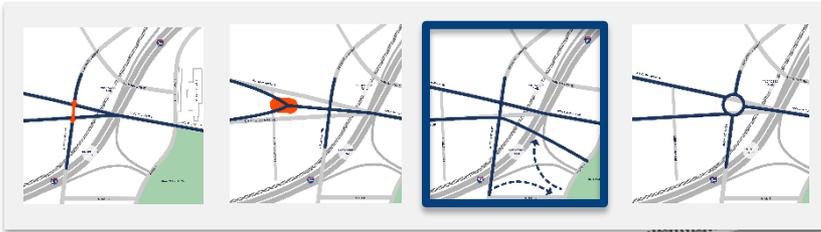
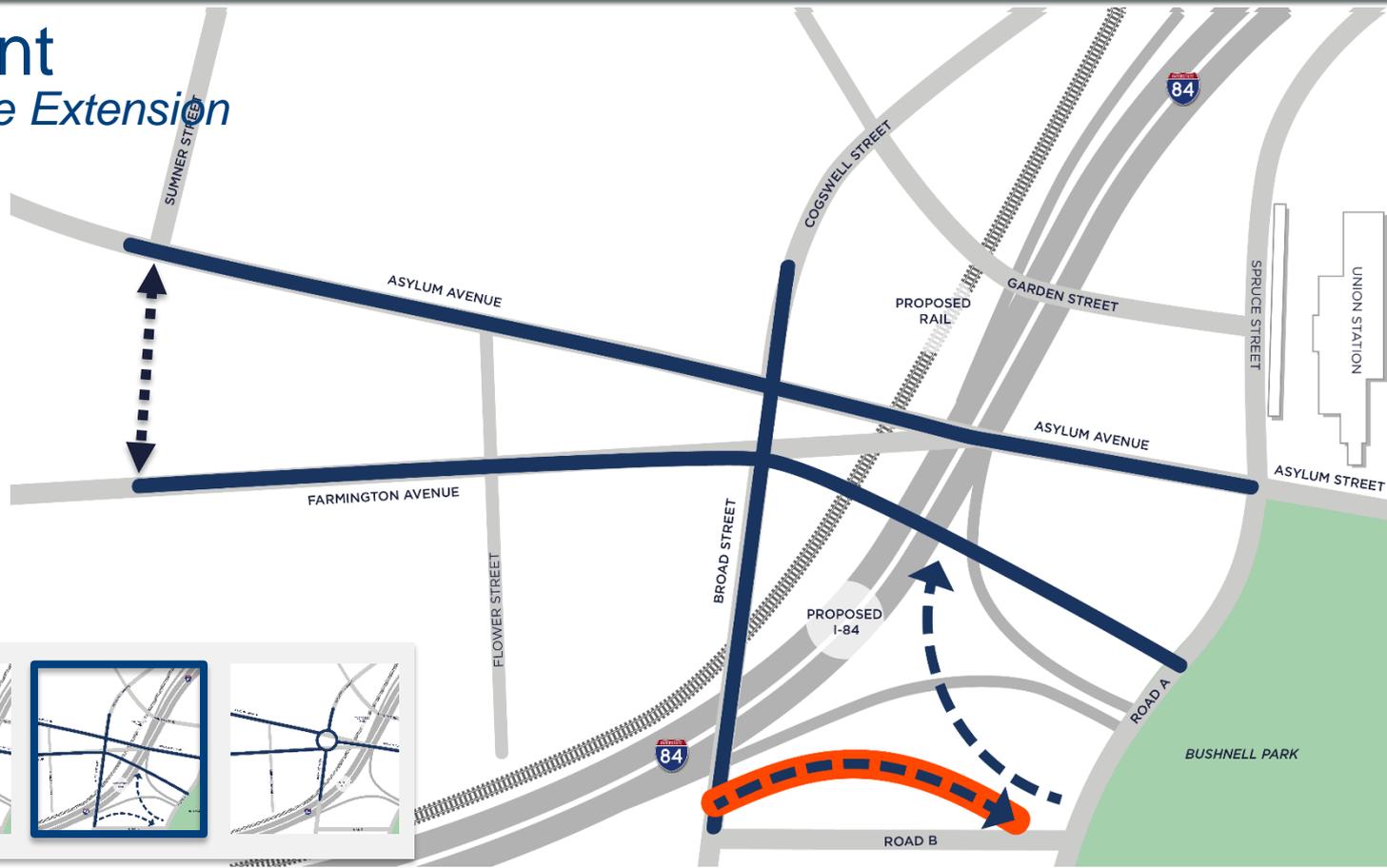




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The Trident

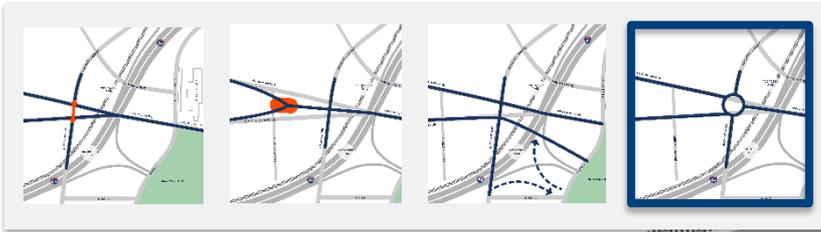
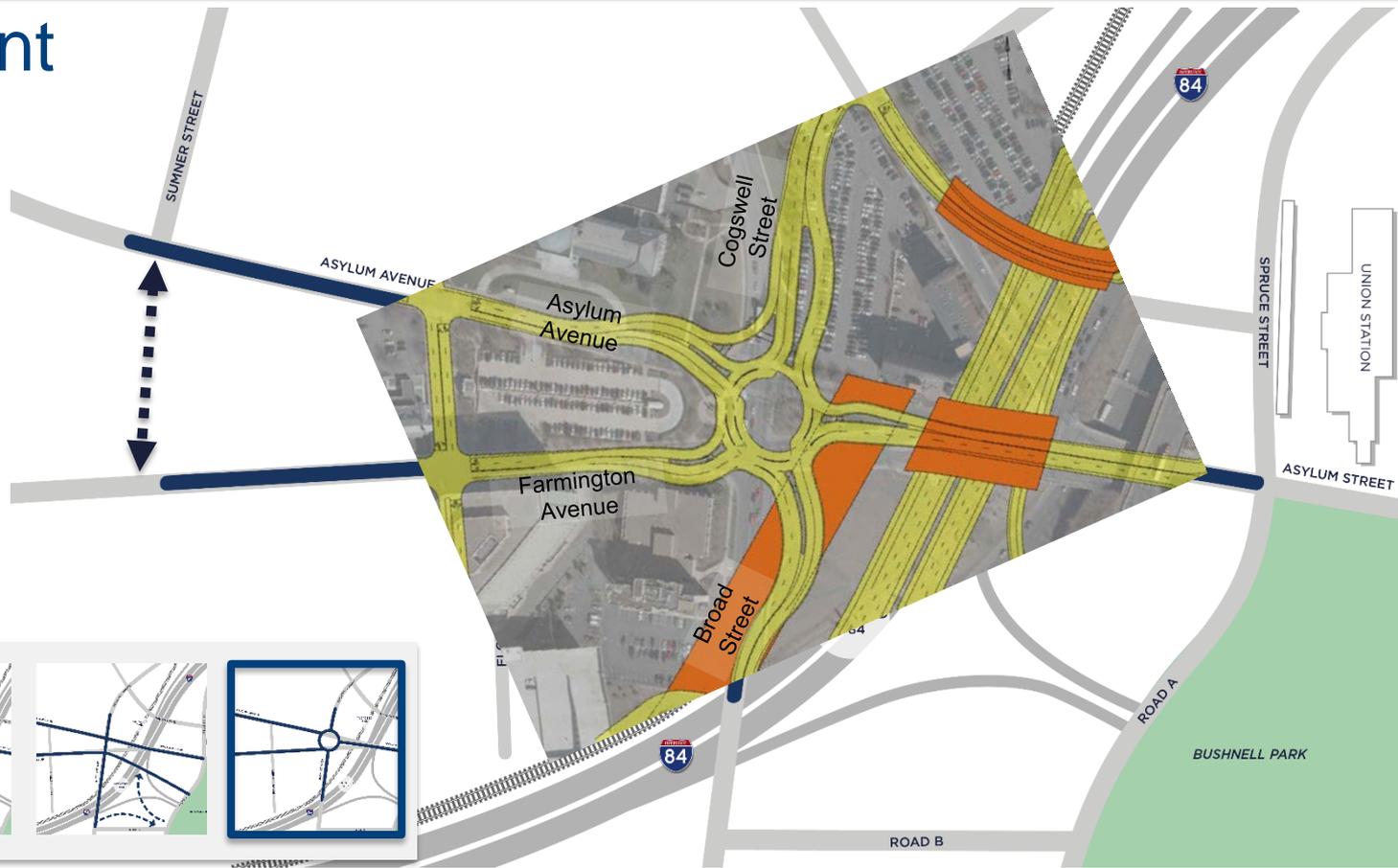
Farmington Ave Extension





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The Trident *Roundabout*





Additional Analysis / Next Steps

- Complete more detailed / quantified analysis
- Understand impacts and ability to mitigate
- Document impacts to non-vehicular modes
- Interaction with multimodal station concepts
- Third party review of traffic model



Discussion

- Which concepts, if any, address your needs for north-south connections?
- Which concepts, if any, address your needs for east-west connections?
- Do any concepts mitigate for the potential closure of Broad St between Farmington Ave / Asylum Ave?



Multimodal Station Planning Concepts





Where We Left Off (June 2017 Meeting)

- Important to focus on rail station location
- Factor urban design and economic development into siting of station
- Possible safety / security concerns about location of station facilities over the highway
- Need to consider construction phasing



Today's Objectives

- Review and discuss revised station concepts
- Weigh interaction with road network options

North of Asylum Concept

Asylum Plaza

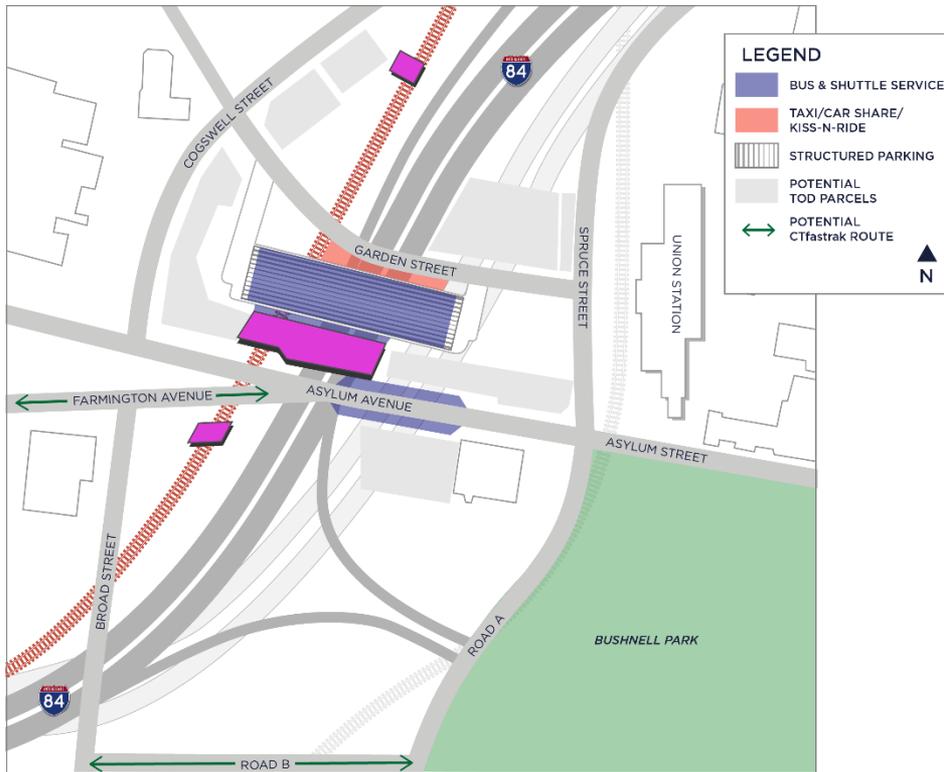
- Rail station facing Asylum Ave with plaza
- Separate bus facility
- Significant overbuild
- Phased construction



North of Asylum Concept

Garden Street Access

- Combined rail / bus facility
- Pedestrian access from Asylum Ave
- Vehicular / bus access from Garden St
- Significant overbuild
- Phased construction



North of Asylum Concept

No Overbuild

- No infrastructure over highway / rail
- Splits bus and rail facilities

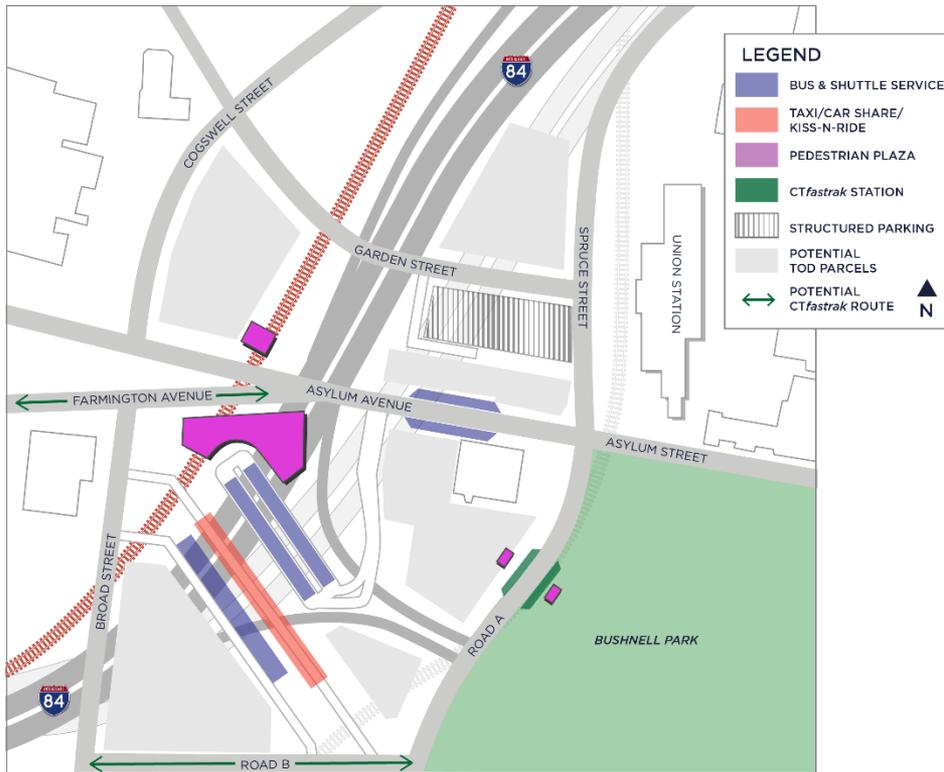




South of Asylum Concept

Capitol View Transitway

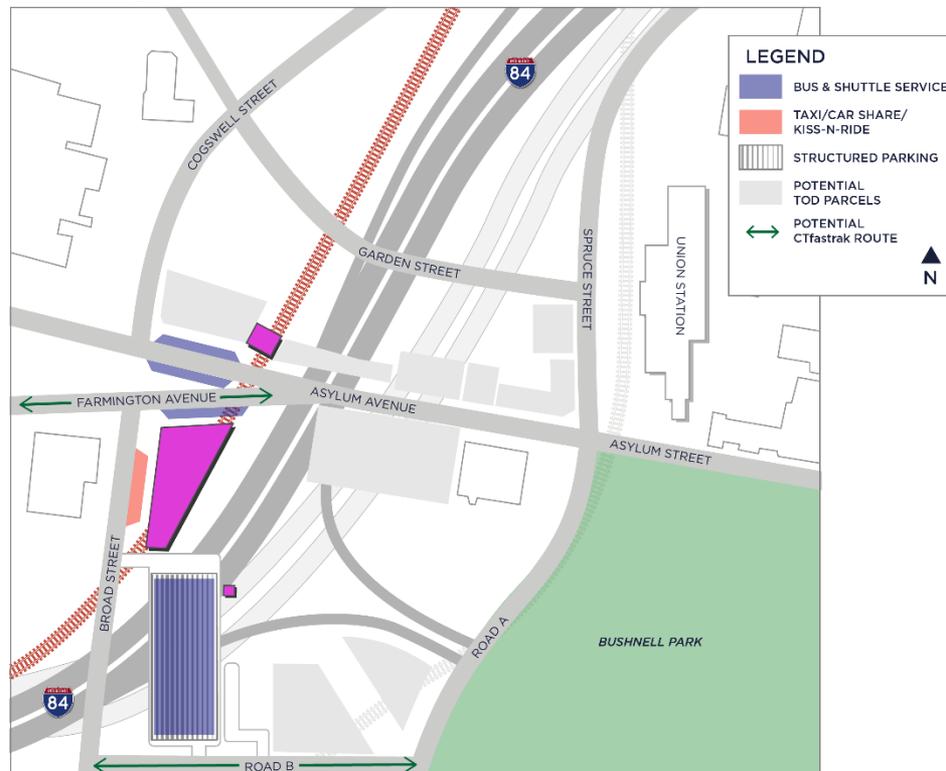
- Rail facility facing Farmington Ave
- Bus facility oriented to Capitol view corridor
- Significant overbuild
- Phased construction



South of Asylum Concept

Broad Street Station

- Rail facility at Farmington Ave / Broad St
- Bus facility above highway
- Access off of Broad St
- Significant overbuild
- Phased construction





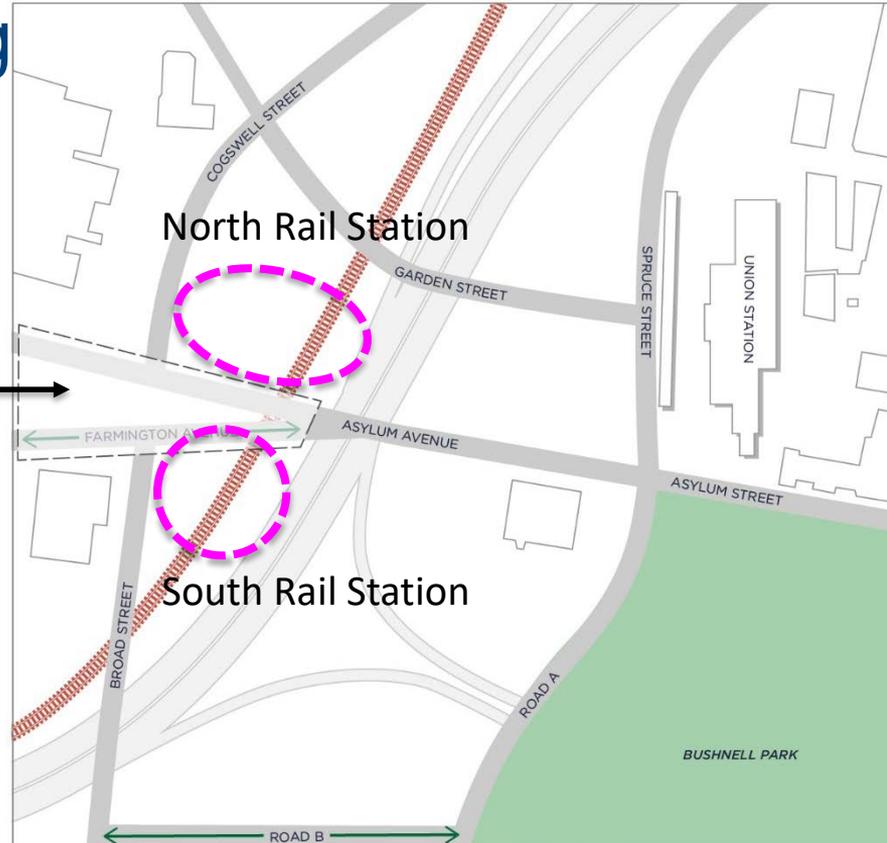
Important Considerations

- Costs (especially costs for capping)
- Managing and programming open space
- Integrating transit elements
- Minimize impacts to existing fabric



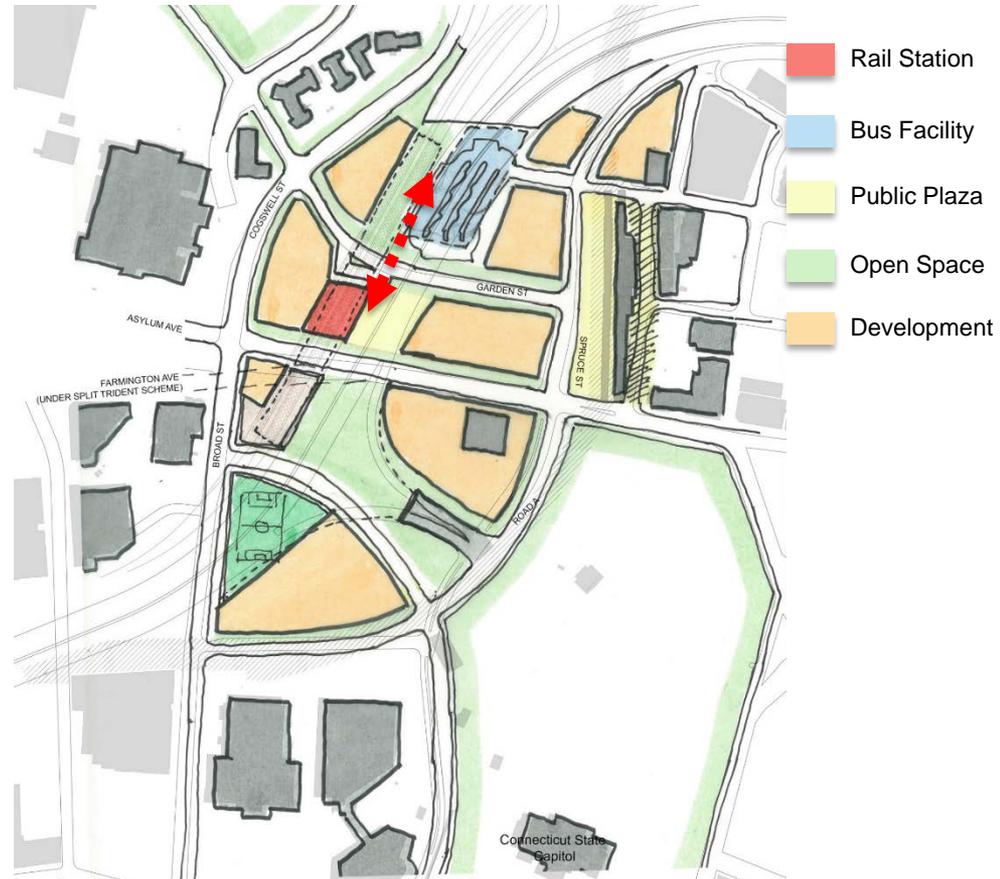
Station Siting

The Trident area
(multiple options are
being considered)



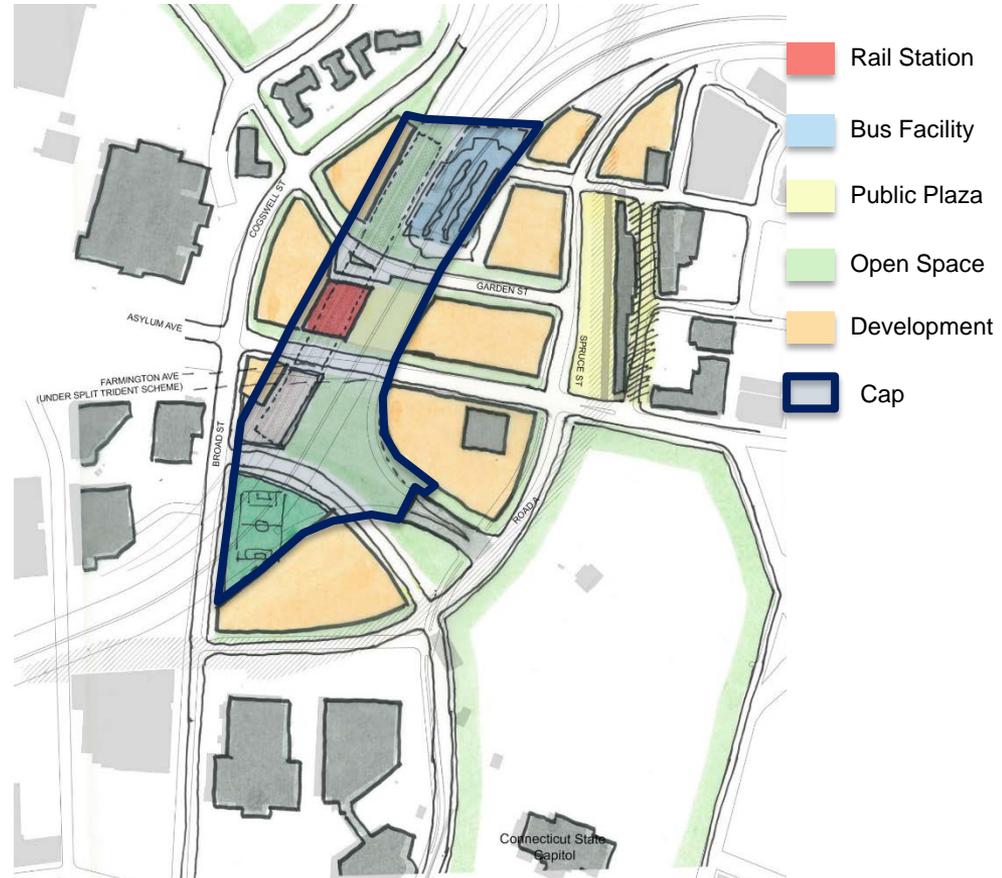
North Station E-W Local Road Network

- Bus facility on highway deck
- Requires the most extensive capping condition



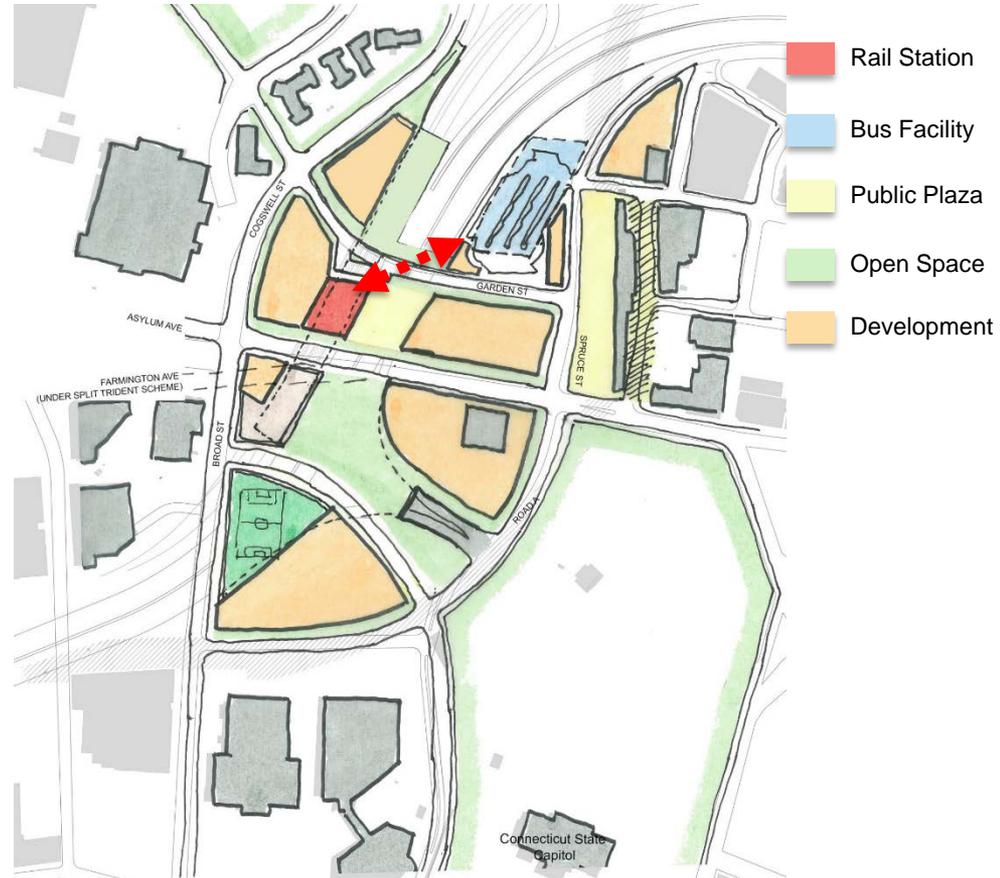
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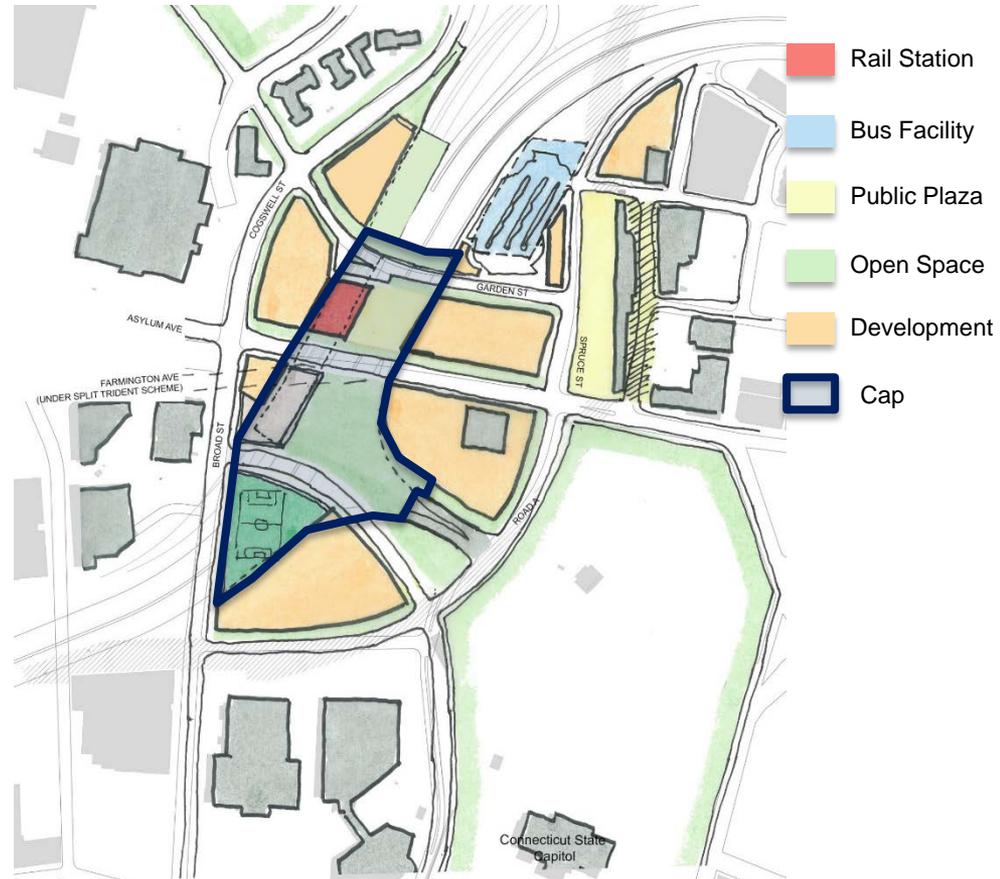
North Station E-W Local Road Network

- Bus facility on terra firma
- Using a potential development site for transit use
- Reduces capping



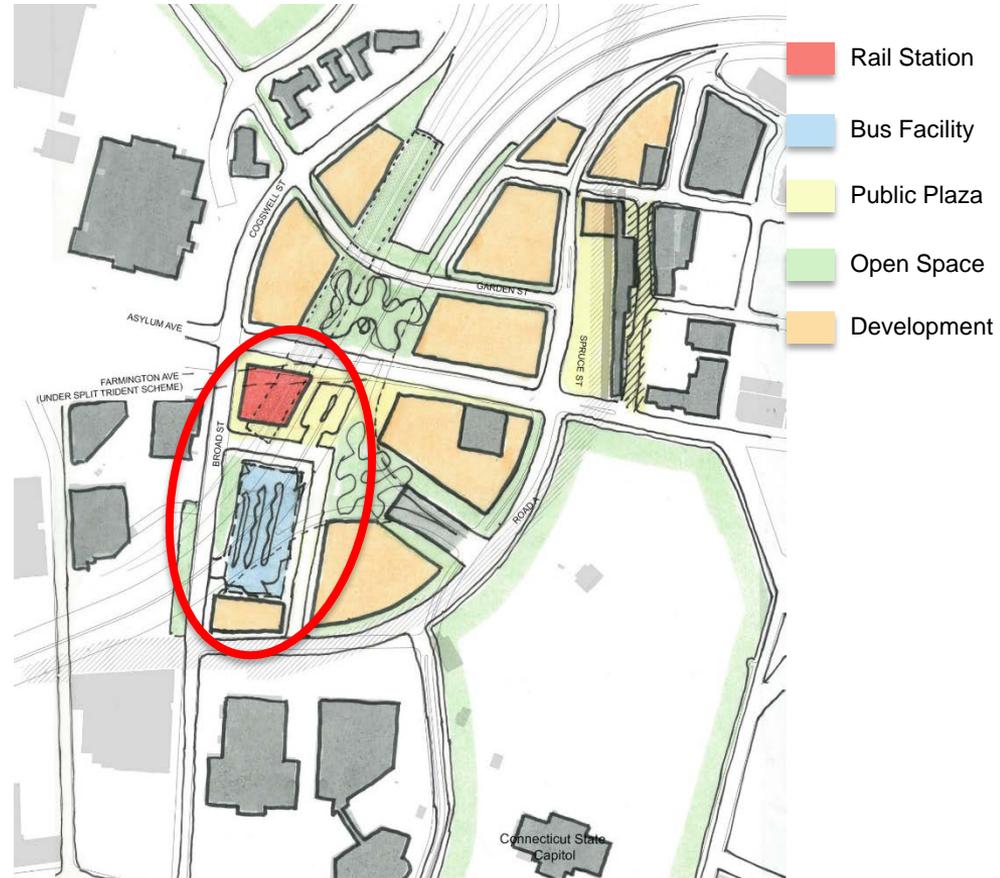
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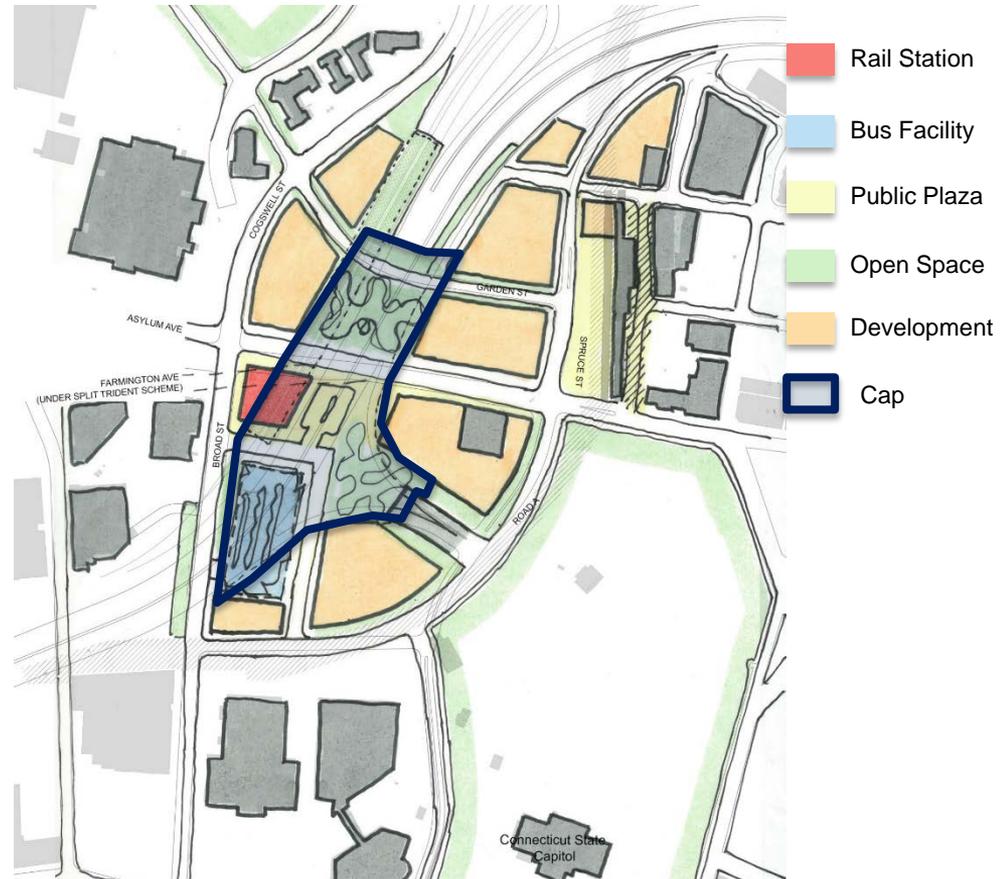
South Station E-W Local Road Network

- Rail and bus facility on rail and highway deck
- Potential for single footprint for all transit uses

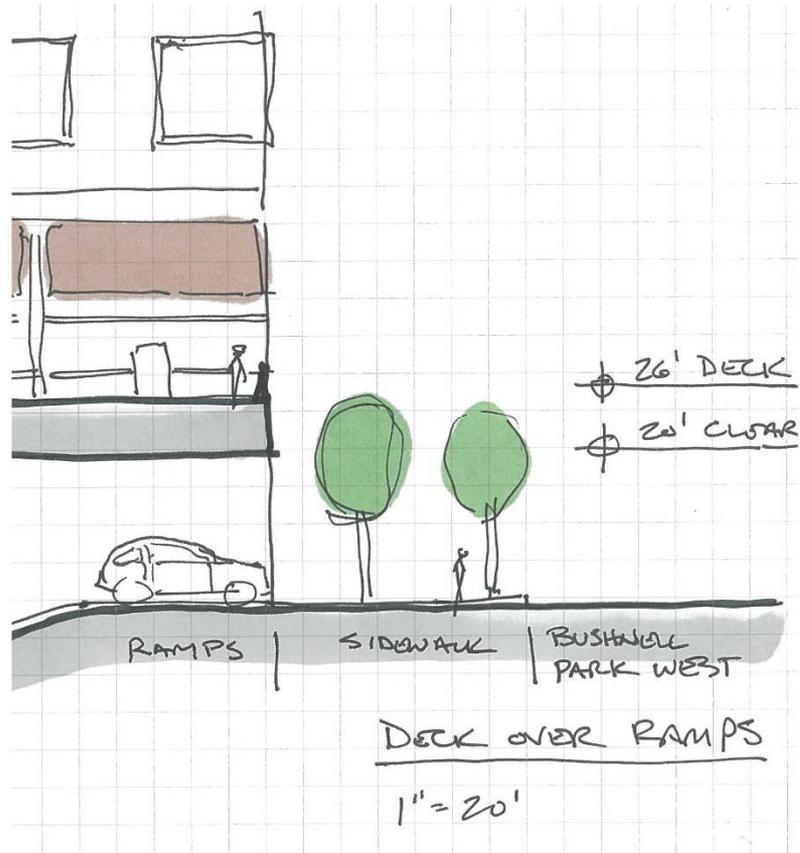


South Station E-W Local Road Network

- Rail and bus facility on rail and highway deck
- Potential for single footprint for all transit uses
- Minimized impact to development sites

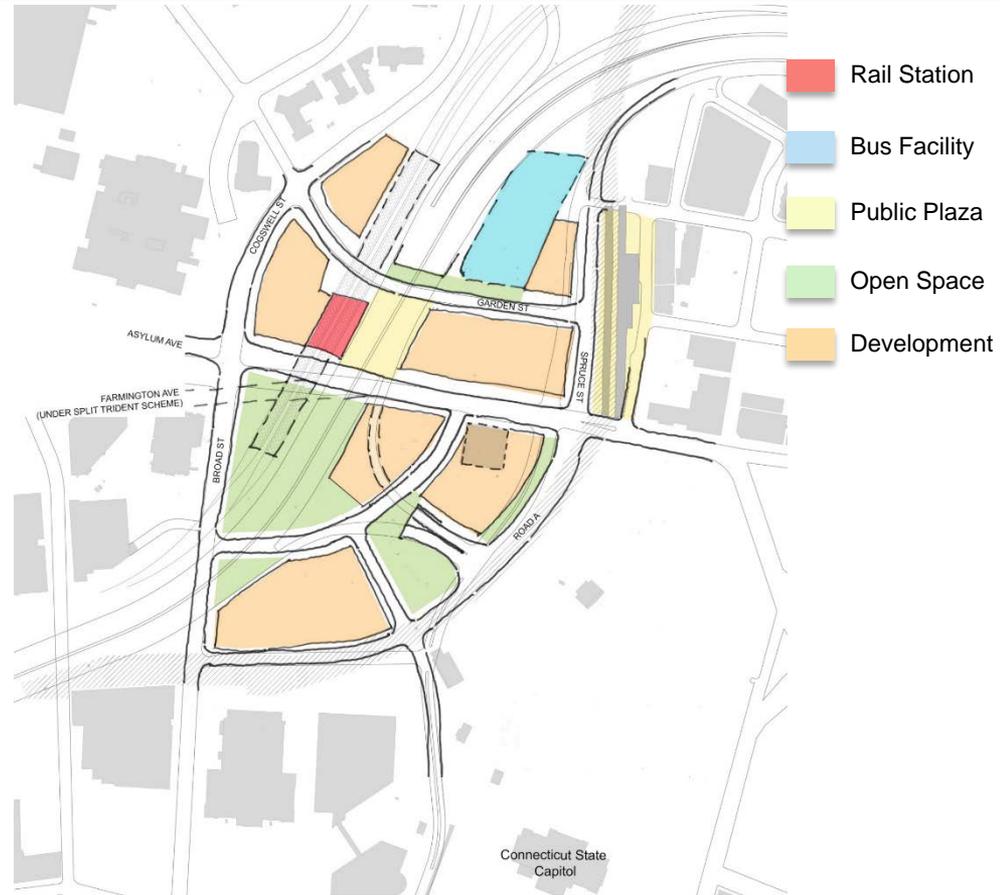


Elevated Deck over Ramps



North Station Radial Network

- Bus facility on terra firma
- Sets up stronger development opportunity on sites in South quadrant



South Station Radial Network

- Integrated rail & bus transit center design on rail and highway deck

Rail Station
 Bus Station
 Public Open Space
 Joint Development



South Station E-W Local Road Network

- Integrated rail & bus transit center design on rail and highway deck

Rail Station
 Bus Station
 Public Open Space
 Joint Development





Boulder Junction at Depot Square Station





Anaheim Regional Transportation Intermodal Center



Iconic transit station

Clear pedestrian paths
to major destinations

Welcoming public
realm at entrance

Gracious vehicular
drop-off

Proximate development
sites

Key connector streets
with active ground floor
uses and streetscape
amenities



Transbay – San Francisco, CA





Discussion

- Which station concept do you prefer and why?
- Is there preference for the station to be located either north or south of Asylum Ave?
- Which concept offers the best overall access to the station?



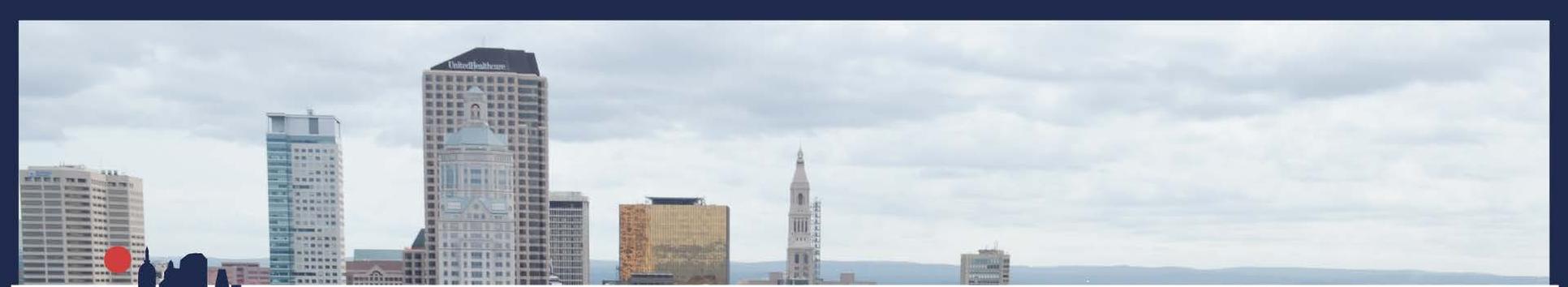
Next Steps

- Continued refinement of concepts
- Assess using evaluation criteria
- Confirm impacts to historic rail corridor

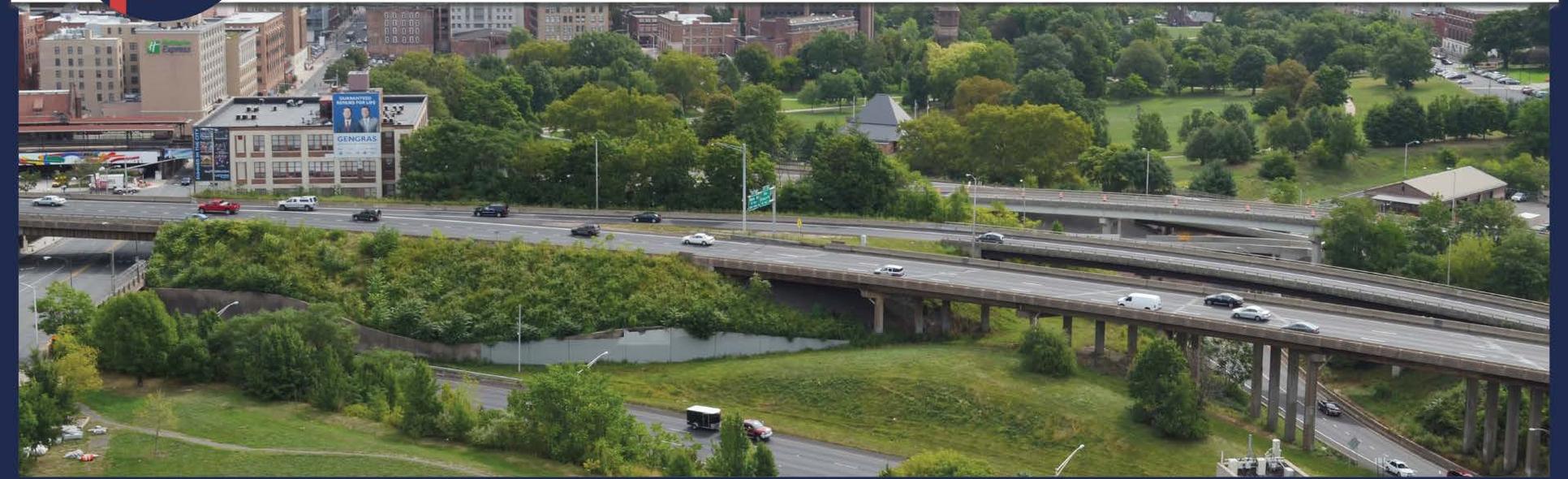


I-84 / I-91 Interchange Study





Next Steps





Next Steps

- Incorporate today's feedback
- Continue viability and impact assessment of local road configurations
- Continue refinement of multimodal station concepts
- Anticipate public forums early 2018



Thank You!

Thank you for your time. We appreciate your commitment to helping us reach the best possible solution for the State of Connecticut, the Capitol Region, and the City of Hartford.

-Your I-84 Hartford Project Team